Southern New Hampshire University

The Extradentary History of Covered Bridges in Ashtabula County, Ohio

Public History Master's Final Capstone: HIS-792

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Conneaut, Ohio
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Abstract

The Ashtabula County, Ohio covered bridges have a unique history linked to the county and the public that loves them. The problem is that the public has lost some interest in covered bridges. Covered bridges have been on the decline. It is places like Ashtabula County, Ohio that wants to save this history. This paper is dedicated to the history of not only the present covered bridges but also the ones that have been lost through time. The lost bridges may be gone but they are remembered. Most of them do not have names or dates they were built or taken down, but they are significant no the less.

There were 56 covered bridges once in Ashtabula County, Ohio. But because of the neglect and time some of them have been replaced by modern steel bridges. It was John Smolen that decided that the old bridges needed to be saved. He was also responsible for the building of a few newly covered bridges during his time as the County Engineer. For example, the county has the longest and smallest covered bridges in Ohio but in the whole of the United States and that in for itself should be known to the public at large. Their names are Smolen-Gulf and the smallest East Liberty Street Bridge.

Dedication

I dedicate this paper to my very understanding husband, Kenneth, my daughter Kathryn, and my family, who have supported me through every step of my academic and career journey. I would also like to acknowledge the help from Carrie Wamer, who has taught me the intricacies of archival and Public History.

Table of Contents

Abstract.....iv

Dedication.....v

Table of Contents.....vi

List of Figures.....vii

Glossary.....x

Introduction.....1

Chapter 1: The Designers.....3

Chapter 2: Ashtabula.....10

Chapter 3: Conneaut.....16

Chapter 4: Jefferson.....27

Chapter 5: Geneva.....34

Chapter 6: Andover & Winston.....38

Chapter 7: Smallest and Longest Covered Bridges in the United States. .45

Conclusion.....48

Appendix.....51

Bibliography.....53

List of Figures

Figure 1: 1820 and 1835 Ithiel Town Lattice Bridge Design.....3

Figure 2: Original 1840 William Howe Truss Bridge Design.....4

Figure 3: Modern View of William Howe Truss Bridge Design.....4

Figure 4: Thomas Willis Pratt Truss Design.....5

Figure 5: Squire Whipple Truss Bridge Design.....6

Figure 6: Olin Covered Bridge, Photographed By: Audrey Lambert..10

Figure 7: Benetka Road Bridge, Photographer, Bob Smerecki Art...12

Figure 8: The Crooked Gulf Bridge, From the Sid Case Collection at the Ashtabula County District Library.....14

Figure 9: Gageville Road Bridge, Photographer E. R. Sulecki, June 1926.....15

Figure 10: Middle Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....16

Figure 11: Creek Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....17

Figure 12: Root Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....18

Figure 13: Cain Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....19

Figure 14: Graham Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....20

Figure 15: State Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....21
Figure 16: Furnace Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....22
Figure 17: Mill Street Bridge, Postcard, ca 1908......23
Figure 18: Dorset Bridge, Photo from the Ashtabula County Historical Society.....24
Figure 19: Mill Creek Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....25
Figure 20: Adams Road Bridge, Photographer George Zant.....26
Figure 21: The Giddings Road Bridges, From the Sid Case Collection at the Ashtabula County District Library.....27
Figure 22: The Doyle Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....28
Figure 23: The Netcher Road Bridge, Photographer Bill West.....29
Figure 24: The South Denmark Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....30
Figure 25: East Trumbull Bridge, From the Sid Case Collection at the Ashtabula County District Library.....32
Figure 26: Forbes Road Bridge, Photographer Frank A. Muth.....33
Figure 27: Harpersfield Road Bridge, Photographer Different_Brian
.....34

Figure 28: Mechanicsville Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....35
Figure 29: Forman Road Bridge, Photographer Clyde C. Carter.....37
Figure 30: Windsor Mills Bridge, Photo provided by the Ashtabula County Visitors Bureau site.....38
Figure 31: Riverdale Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....39
Figure 32: The Wiswell Road Bridge, Photographer Unknown.....40
Figure 33: Christy Bridge, Photo from the Ashtabula County Historical Society.....41
Figure 34: The Callender Road Bridge, From the Sid Case Collection at the Ashtabula County District Library.....42
Figure 35: The Wayne Bridge, Photographer Unknown, circa 1930. 43
Figure 36: The Rock Creek Bridge, From the Sid Case Collection at the Ashtabula County District Library.....44
Figure 37: West Liberty Street Bridge, Photographer Mark K......45
Figure 38: Smolen-Gulf Bridge, Photographer Carl E. Feather.....46

Glossary

Chord: That portion of a truss, the primary function of which is to resist bending on the span.

Tie Rod: A rod connecting two parts of a structure. The tension rod in a wooden Howe truss bridge. Also, a bar or rod connected the two rails in a railway track to prevent them from spreading.

Truss Bridge: A bridge whose load-bearing superstructure comprises a truss, a structure of connected elements, usually forming triangular units. The connected elements, typically straight, may be stressed from tension, compression, or sometimes in response to dynamic loads.

Lattice Bridge: A truss bridge that uses many small, closely spaced diagonal elements forming a lattice. The design was patented in 1820 by architect Ithiel Town.

Abutments: part of a pier from which an arch springs. A structure sustaining one end of a bridge span while supporting the embankment that carries the track or roadway.

Introduction

There were 53 covered bridges in Ashtabula County, Ohio. Today, there are 18 remaining covered bridges. This paper will explore all of them, not just those still standing. They should be memorialized before they are forgotten forever.

Ashtabula County's rich history is vividly represented by its 18 unique covered bridges, each with its own intriguing background. Bridges like the former Forman Road Bridge, now home to Covered Bridge Pizza in Andover and Kingsville, Ohio, transcend their initial purpose as mere structures; they have evolved into vibrant symbols of the county's heritage. Their unique charm, distinctive characteristics, flexibility, and durability transform them into dynamic businesses, allowing them to shine as historical landmarks that captivate visitors.

This subject is of great importance to the residents of Ashtabula County and its rich heritage. The county boasts two notable bridges: the East Liberty Street Bridge, recognized as the shortest covered bridge in both the state and the nation, and the Smolen-Gulf Bridge, which is the longest covered bridge in the United States. This makes Ashtabula County the 'Covered Bridge Capital of Ohio.' Even though the county does not have the most significant number of bridges in Ohio, that being Fairfield County, Ashtabula County still has the most in use in Ohio.

Initially, I assumed that the people of Ashtabula County were both aware of and fond of their covered bridges. However, that is not entirely accurate. I have found that some county residents were unaware that covered bridges existed, and some did not know that. Ashtabula County is home to the shortest and longest covered bridges in the United States. While they had heard of the Cover Bridge Festival, many did not attend because they lacked knowledge or interest in the bridges.

My research encompasses the Ashtabula County covered bridges, their designers, and their structures. These designers include William Howe, Thomas Willis Pratt, and Itheil Town. It also looks at significant events associated with the bridges, such as the flood of 1913. This flood caused the river to widen, rendering Harpersfield Bridge unusable. However, an iron section was added instead of being demolished to extend the bridge.

I will review events like the Covered Bridge Festival, a yearly celebration and an essential educational resource for Ashtabula County and Ohio residents. The festival offers a unique chance to explore the rich history of these structures, deepening the understanding and appreciation of all participants. It is a rich source of knowledge regarding our local history, guaranteeing that every attendee leaves better informed and enlightened. The festival happens every year in October.

The bridges were initially constructed in the 1800s and continued into the 2000s. Over the years, they have undergone restorations and sometimes entire restructuring in a covered bridge style. These efforts show their significance to the local community, which is highlighted by the fact that 2025 marks the 41s^{t} Covered Bridge Festival. This festival is not just a celebration but a testament to the community's commitment to preserving its history. It brings together participants to honor each bridge and serve as a platform for local artisans to showcase their crafts. Attendees can purchase goods, local crafts, and souvenirs at the event, contributing to the local economy. Inspired by the festival, I have become eager to learn more about these bridges, the rich history of nearby cities and towns, and the forgotten stories within Ashtabula County, particularly the lost towns in the area. These structures and their distinctive characteristics and designs are significant in local and national history.

Chapter 1: The Designers

Ithiel Town, William Howe, and Thomas Willis Pratt were the primary designers of the covered bridges in Ashtabula County. Over 30 Town bridges, 10 Howe bridges, and 3 Pratt bridges were built in the county. The differences in their designs are very subtle. This chapter discusses the differences between each design and their similarities, the ongoing debate over the differences between the Pratt and Whipple Bridges, and the proof that the bridges created to Pratt specifications are credited to Pratt bridges, not Whipple bridges.

Ithiel Town

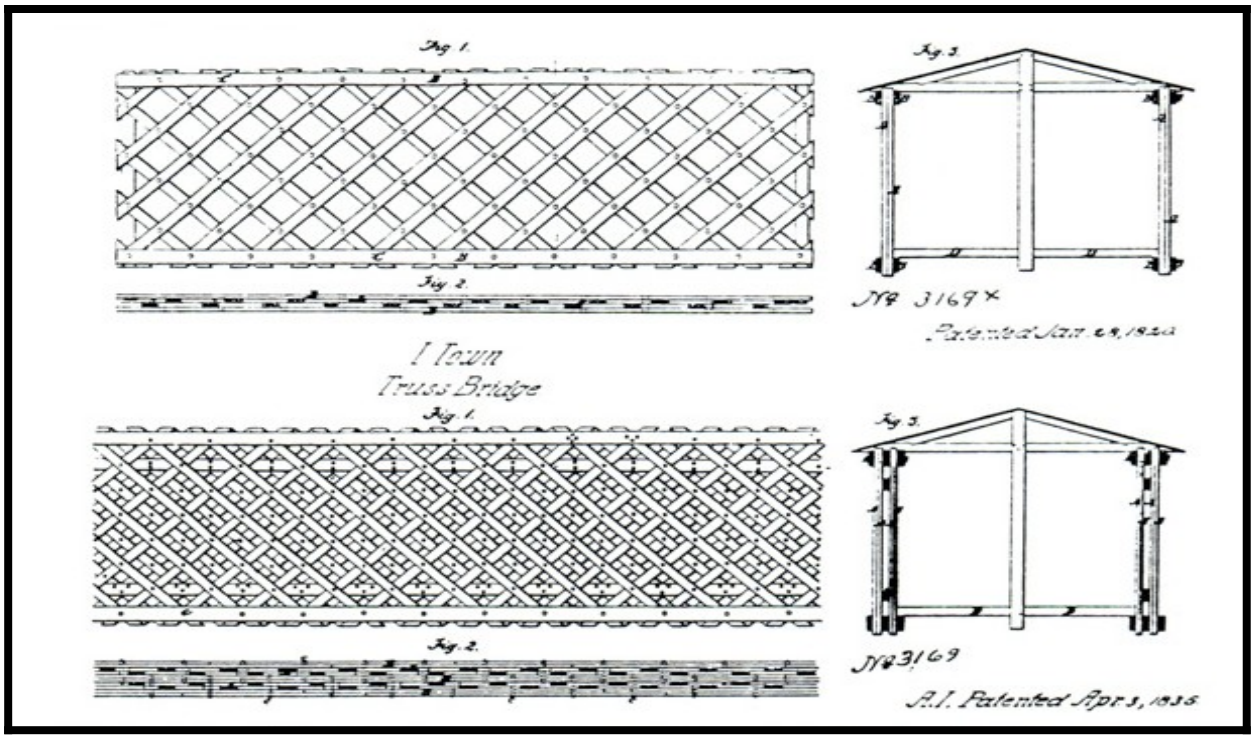

Figure 1: 1820 and 1835 Ithiel Town Lattice Bridge Design[0]

[0] Ithiel Town, (1820, 1835), I. Town Truss Design.

Designs of the 19th and 20th centuries included the Ithiel Town lattice, Howe truss, and Pratt truss bridges. Ithiel Town was recognized as part of the first generation of professional architects in the United States, incorporating elements of Federal, Greek, and Gothic revival styles into many of his works.

Town secured a patent for his design on January 28, 1820, and charged clients a $1.00 per foot fee to use the patent design of his bridges. Adjusted for inflation, this fee is roughly equivalent to $27.00 per foot today, which means constructing a Town bridge design measuring 80 to 100 feet would be a significant expense for the county to use the design. This design, known as the Town lattice, was characterized by its use of wooden diagonal members that crisscrossed to form a lattice pattern, providing strength and stability to the bridge.

William Howe

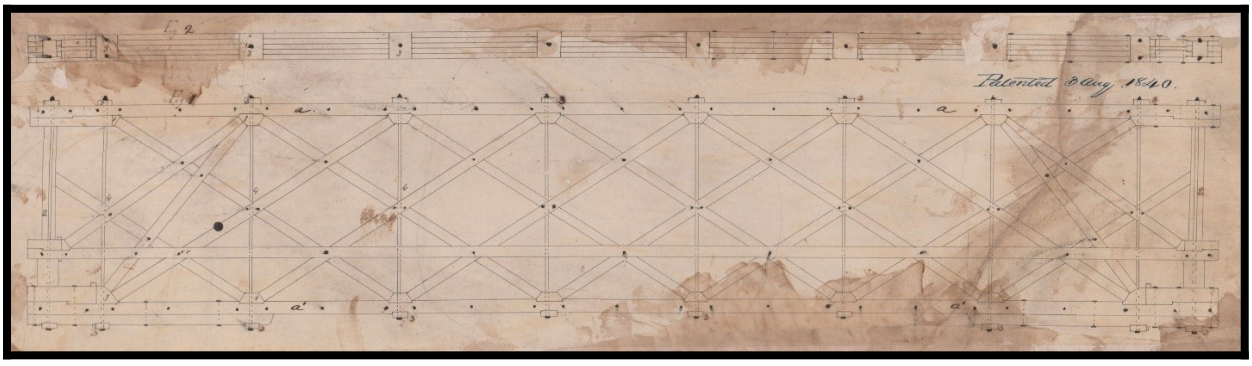

Figure 2: Original 1840 William Howe Truss Bridge Design[0]

[0] William Howe, (1840, August 3). W. Howe Truss Bridge.

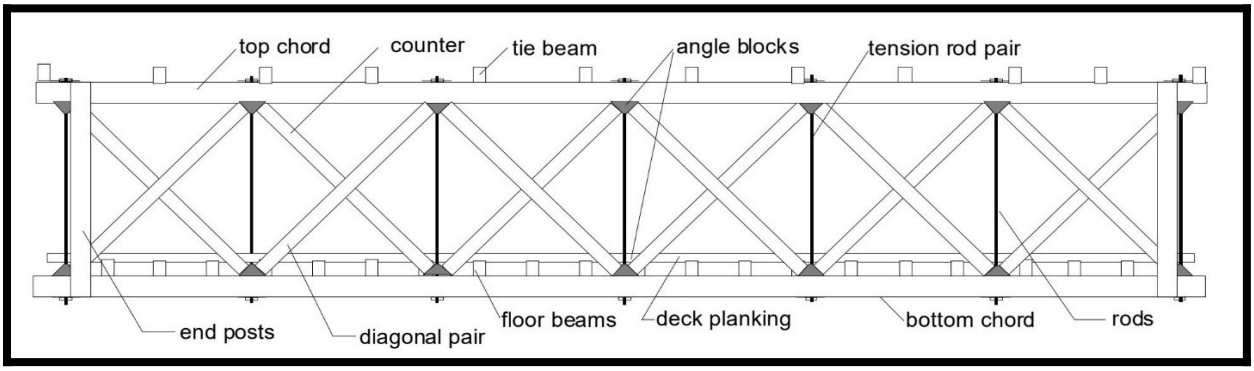

Figure 3: Modern View of William Howe Truss Bridge Design

William Howe patented his bridge design in 1840. He used a combination of iron and wood, which allowed his bridges to be used for longer spans than the Town design. His designs were trendy, like Towns', but the Howe design was used in other countries, such as Russia and Germany. Howe`s use of compression made the bridges more stable and safer because the vehicle on the bridge compressed and supported the added weight.

Thomas Willis Pratt

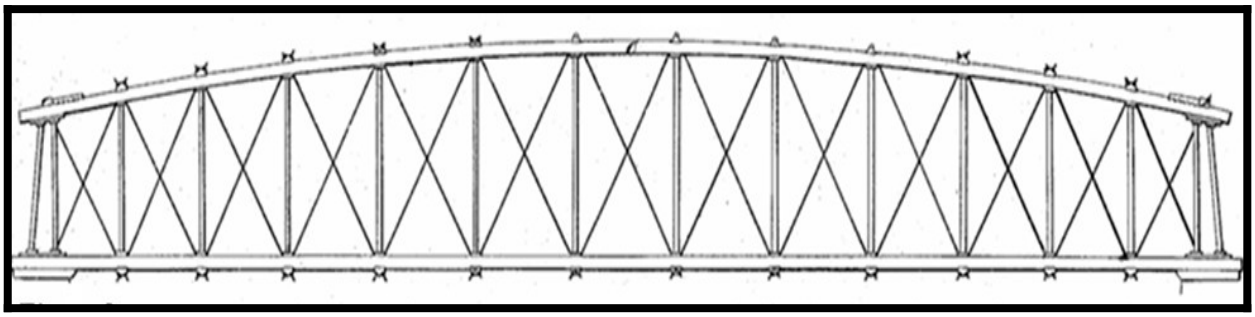

Figure 4: Thomas Willis Pratt Truss Design[0]

Thomas Willis Pratt, commonly referred to as T.W. Pratt, patented his bridge design in 1844. He submitted his patent subsequent to Howe and

[0] Caleb and Thomas William Pratt, (1844, April 4), C & T.W. Pratt Truss Bridge.

Town. This does not imply that Pratt`s design was ineffective; instead, it shows he spent additional time refining it. His design resembled that of the Stephen Harriman Long design. Still, the key distinction was the inclusion of two iron rods with threaded nuts, which ensured constant compression on the wooden vertical members. Frank E. Griggs Jr.'s article, "The Pratt Truss," explains why the design is significantly sturdier than Howe and Town's. A long-standing debate exists regarding whether specific structures labeled as Pratt Bridges are indeed Pratt designs or Squire Whipple Bridges.

Squire Whipple

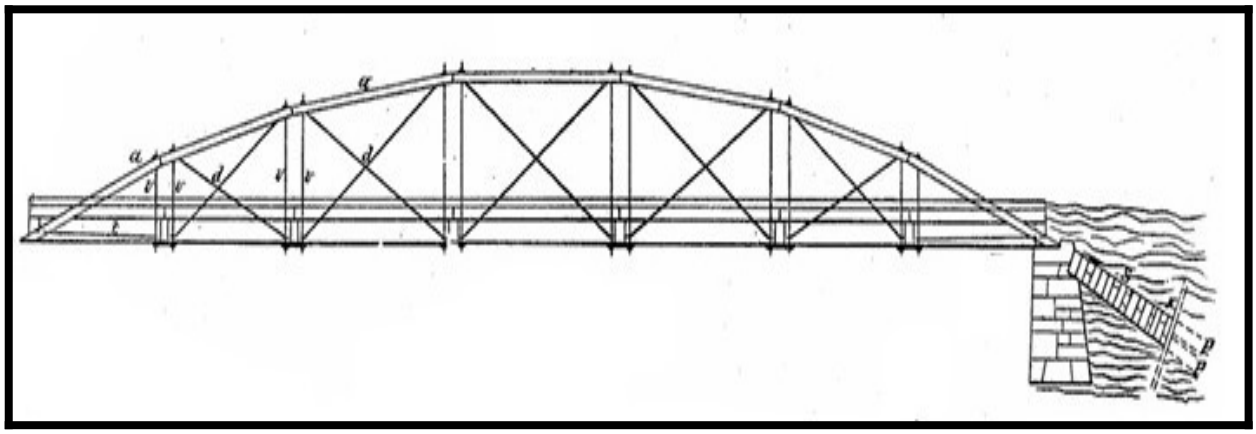

Figure 5**: Squire Whipple Truss Bridge Design**

In Frances E. Griggs, Jr.'s article *"It's a Pratt! It's a Howe! It's a Long! No, It's a Whipple Truss!"* he explains why some Whipple bridges are often confused with Pratt bridge designs.[0] This article delves into the fascinating history of bridge design, exploring where some of the bridge designers got

[0] Francis E. Griggs Jr., "It's a Pratt! It's a Howe! It's a Long! No, It's a Whipple Truss!", *Civil Engineering Practice,* (Spring/Summer 1995): 76.

their patent ideas and how some of them, like the Pratt and Whipple bridges, can be mislabeled. The debate about the mislabeling of bridge designs is an interesting aspect of bridge history, and it adds a layer of complexity to the study of covered bridges.

Similarities

The first similarity of each design is the most obvious: they are all bridges. Most of them are made of wood with metal components, with compression nuts on the top and bottom of the cords on vertical rails.

The most glaring similarity of all the bridge designs is the cross beams. In the case of the Town design, as seen in Figure 1, the two designs have cross beams, making a beautiful lattice composition.

One significant difference between the Howe design and the Town design is that there are fewer cross beams in the Howe bridge design than in the Town design, but this is significant. Look at Figure 2 for comparison. The pattern's configuration is just as beautiful as the Town's, and in certain instances, it surpasses it.

The last two designs that look remarkably similar and are primarily mistaken for each other are the Pratt and the Whipple bridges. Both bridge designs have an X-shaped cross pattern and an arching top canopy. (See figures 3 and 4.)

A key similarity between Whipple’s and Pratt’s designs is their lack of lower chords. The compression on the top chords remains uniform

throughout. Additionally, both designs incorporate tension bars and vertical compression members made of wood timbers.[0]

Differences

[0] George Leonard Vose, *Manual for Railroad Engineers and Engineering* Students, (1881): 194.

The differences among the designs may not be noticeable immediately when compared to others. Each design has subtle distinctions, which we will explore in this section.

The Town bridge design is very intricate. The number of diagnostic boards that make up the lattice pattern makes the town design different from the Howe and Pratt designs. The 1820s patent is more spread out, but the lattice overlaps in his later patent, 1835, giving it a more intact appearance (Figure 1). Both designs are, by definition, a lattice pattern.

The bridges with this distinctive design in Ashtabula County are the Doyle Road, Creek Road, Wiswell Road, Riverdale Road, Graham Road, South Denmark Road, Benetka Road, Root Road, and Olin's (Dewey Road). These are the nine Town Bridges still standing in Ashtabula County, Ohio.

The Howe bridge design is more widespread and sporadic around the county, but still has that beautiful lattice pattern. One of the differences in the Howe design is that he has metal cords and vertical bars, which mainly control the bridge's compression strength, which is controlled by the weight of the vehicles driving on the floor or deck of the bridge.

The web of the latticework controls the Town bridge design compression system. The bridges with this design in Ashtabula County, Ohio, are the Mechanicsville Road, Middle Road, and 1/2 of the original wooden bridge of the Harpersfield Road, which received the added metal extension after the 1913 flood. There may be fewer, but these three still stand today in Ashtabula County, Ohio.

The Pratt Bridge Design differs entirely from the Town and Howe designs. The first difference is that Pratt does not have a lattice pattern. What the Pratt design does have is an arch on the top main span. The Pratt design also has a more vertical end, with rods that are either Town or Howe designs. There is only one bridge with the Pratt design in the County. They are the steel half of the Harpersfield Bridge, which was added after the 1913 flood, and the Smolen-Gulf Bridge.

Each design's uniqueness is what makes it beautiful. If they were all the same, we, the public, would not want to save or even love them the way we do. Preserving our history is to love our past.

In his *Manual for Railroad Engineers and Engineering Students*, George Leonard Vose states that the sole distinction between Whipple and Pratt Bridges lies in their terminal sections, specifically where the tension bands are located and the strain or compression experienced by the wooden components. A Whipple Bridge has a cord compression of 450,000 pounds, while the tension in the structure can reach approximately 850,000 pounds, as illustrated in Figure 5.[0]

[0] George Leonard Vose, *Manual*, (1881): 195.

Chapter 2: Ashtabula

Existing Covered Bridges

Olin Bridge (Dewey Road)

Figure 6**: Olin Covered Bridge, Photographed By: Audrey Lambert**

Olin Bridge is on Dewey Road in Plymouth Township. It was built between 1873 and 1875. The builder of this bridge was a simple carpenter. All that is known of him is that he went by the name Potter. So, he has been referred to as the mysterious Mr. Potter through the years. That name is used for any unknown bridge builder.

The bridge is three miles east of Ashtabula City. It is a Town Lattice design with stone abutments and a few concrete updates. The Olin Bridge is one of the only bridges named for a person, not a road. It is 115 feet 6

inches long, with a clearance of 12 feet and an average 14-foot 8-inch drop, depending on the water level from the bottom of the bridge to the Ashtabula River below.[0]

The bridge is beloved by the residents who live near it and by others in the county. They believe the bridge is theirs, even though the county officially owns it. Barrie Botterf, descendant of the first Olin, commented, “It was much better swimming, much deeper years ago.” He also stated, “I have jumped off the roof of the bridge, and we used to jump off the roof of the bridge, we used to dive off the bridge through these holes in the bridge where the siding fell off.”[0] The nearby dam created the bridge's swimming hole. That dam is gone now, and the deep hole has been filled. But because of the history of the swimming hole under the bridge, the locals dubbed it the “Patron Bridge of Little Boys.”

The bridge was named after Almon Olin. The Olin family has owned property in the area for over 150 years and remains in it today, proud of their family history and roots. The family is very protective of the bridge and what happens to it.

In 1962, after years of weathering, a steel center support was added to help support the middle, which was sagging. It was later that someone tried to set fire to the bridge. Bottorf recalls, “One of the neighbors came

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[0] John W. Smolen, “Ashtabula County Covered Bridges: Ashtabula County Engineer's Office Report,” (1983): 46-50.
[0] Carl E. Feather, “Olin Bridge County's only extant covered bridge with family name,” *Star Beacon*, (2009): B1.

along and was able to put the fire out. If it had been another 15 minutes, the bridge would have been gone."[0]

Benetka Road Bridge

Figure 7: Benetka Road Bridge, Photographer, Bob Smerecki Art

The Benefka Road Bridge was built around 1900. It is a Town Lattice design. The bridge is 120 to 126 feet long, depending on who you ask, but I would say it is 120 feet long with stone supports on each side. Reinforced concrete abutments were built in 1969.

[0] Feather, Olin Bridge: B7.

The bridge spans the Ashtabula River and is two and a half miles northwest of Sheffield Center in Sheffield Township, but the locals consider it an Ashtabula bridge.[0]

The bridge has weathered hardships. Some are created by nature, others through use and abuse. For example, large heavy vehicles have exerted a toll that the original builders did not envision.

Locals and visitors visit the bridge to take pictures and admire the beautiful countryside that provides a picturesque backdrop. The neighbors living near the bridge have a strong sense of possessiveness.[0] Therefore, they watch to ensure no one vandalizes the bridge they love.

The Bridges That Time Forgot

People often forget about the covered bridges that are no longer in their proper place. It is sad to say that I am one of them. This knowledge has been lost to people who never ask what preceded the steel and concrete bridge I drive across daily—the one I cross to get to school, work, and fun. These are the ones that have been forgotten in the Ashtabula area.

A few bridges do not have names; they can be identified by the road or the number of the road they were once on. These bridges are more challenging to find since they were only used for a few years before being removed.

Ashtabula Harbor Unnamed Bridge

[0] Smolen, Report, (1983): 38-41.
[0] Carl. E. Feather, *The Covered Bridges of Ashtabula County, Ohio,* (Charleston: The History Press, 2014): 84.

This Bridge does not have a name, but it does not mean that it should not be included in this paper, just like the other unnamed bridges. This bridge was a Howe design. It was built in 1880. The date it was closed or removed is unknown at this time. The road it was placed on in the Ashtabula Harbor is known as the LS & MS RR, which means Lake Shore and Michigan Southern Railway. They operated between 1839 and 1914. Given the date they operated, I would say that the bridge was closed around 1914, but without definitive proof, it is all guesswork. (See Appendix 2 and 3 for more unmade bridges in the Ashtabula area.)

The Crook Gulf Bridge

Figure 8: The Crooked Gulf Bridge, From the Sid Case Collection at the Ashtabula County District Library

Crooked Gulp Bridge on State Route 46. Built 1867. Gone 1948/49. Town design. 120 feet long. Spans the Ashtabula River. The bridge was an enhancement to the ambiance of the Indian Trail Park.

The bridge was part of a swimming hole that the Local boys enjoy during the summer. It is the first in what is known as the triad of swimming holes. The other two bridges in the triad are the Blain Road and Olin bridges.

The bridge is known as the Crooked Bridge because the road meets it in a steep curve around 90 degrees. The highway engineer did poorly, making driving the road difficult during the icy and snowy weather typical in Ohio's Northeastern Region.

In 1945, a metal support was placed in the middle of the bridge to help support the heavy loads. The support gave the bridge three more years of life.

A new iron bridge runs parallel to the bridge. After the construction of the Iron Bridge was completed, the Crooked Gulf Bridge was finally closed in 1949. The bridge was dismantled one timber at a time.

The iron bridge was used for 55 years, until Ashtabula County removed it to build the longest covered bridge in the United States, the Smolen-Golf Bridge.[0]

[0] Feather, Ashtabula Covered Bridges, 40-41.

The Gageville Road Bridge

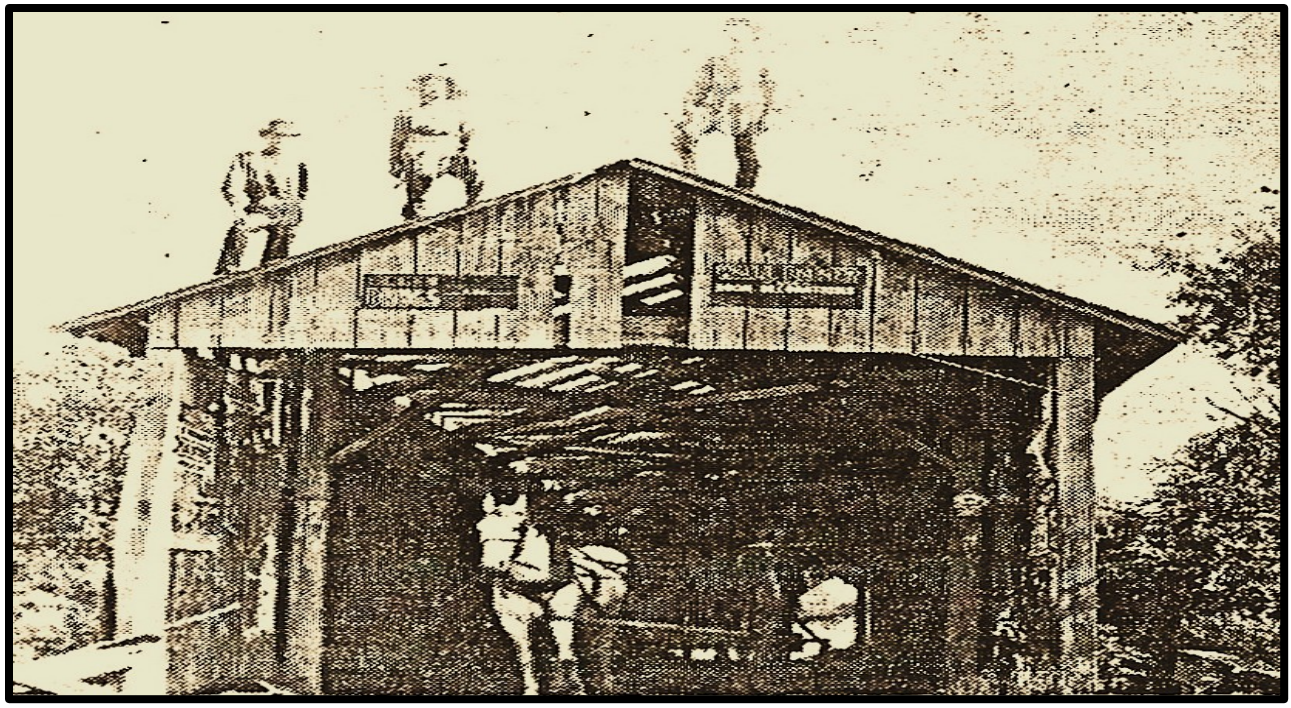


Figure 9: Gageville Road Bridge, Photographer E. R. Sulecki, June 1926

The Gageville Road Bridge is a Town bridge design. Its built date is unknown, but the exact year it was replaced is 1926.[0] On the other hand, Carl E. Feather, in his book *The Covered Bridges of Ashtabula County, Ohio*, declares that the bridge was still in use until 1931, making way for a new bridge to be built in its place.

[0] Index to Ashtabula County Covered Bridges, 2.

Chapter 3: Conneaut

Existing Covered Bridges

Middle Road Bridge

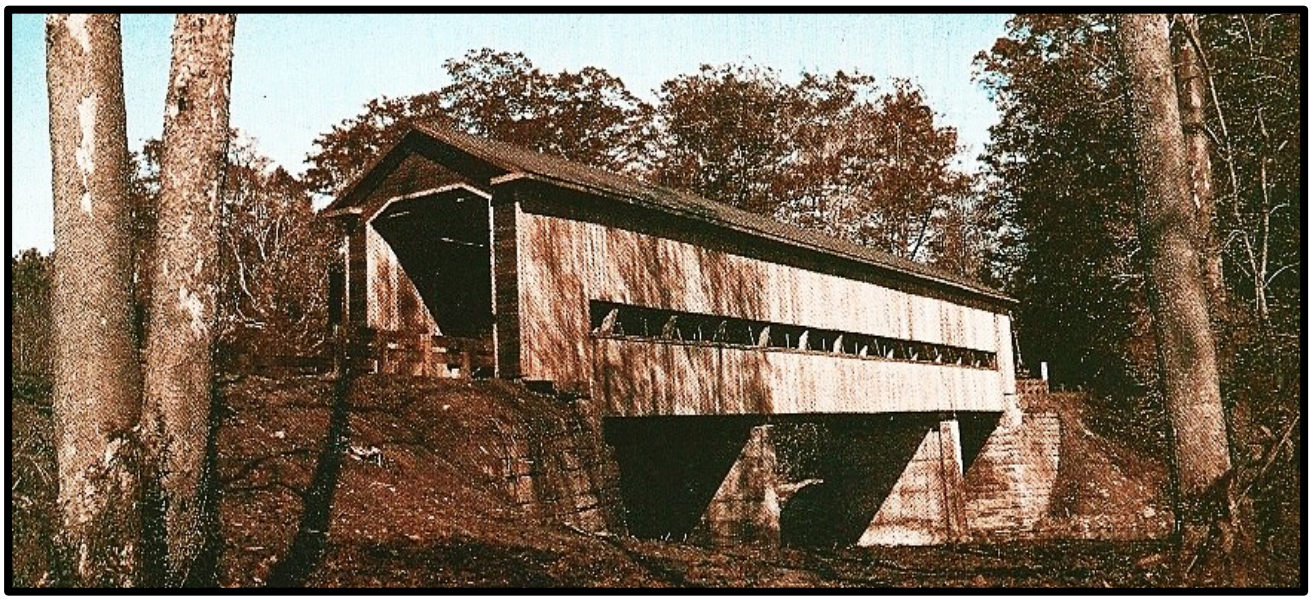


Figure 10**: Middle Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Middle Road Bridge was another bridge built during the 1868 bridge boom. It is of a Howe truss construction. The difference from most of the bridges built during this time is that the Middle Road Bridge was constructed taller and narrower than most of the bridges in the county when it was built.

The Howe Truss design was chosen for the bridge because of the iron rods that Howe included.[0] The bridge is 136 feet, 4 inches long and has an

[0] Smolen, Report, (1983): 14.

11-foot clearance. It has sandstone blocks on each end for stability and a west elevation.

The bridge was closed to vehicle traffic around 1982. Because of its worn condition, an iron bridge was built nearby. The bridge spans the Conneaut Creek four miles southeast of the city of Conneaut.

In his youth, Brian Walton, a local living near this bridge, spoke about how his brothers would drive on it and make it smoke. He exclaimed, “It would smoke horribly after my brother would spin his tires and would take hours for the cloud to clear.”[0]

The reconstruction was completed in 1984. Three volunteers and four college students worked on it, mostly thanks to the work of John Smolen, the Ashtabula County Engineer.

Creek Road Bridge

[0] Brian Walton, Interviewed by Rebekah Fuller, (April 03, 2023).

Figure 11**: Creek Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Creek Road Bridge may not be as well-known, but it is still beautiful. It is over 100 years old and was built around the 1880s, but the date is speculative. The Town Lattice construction is one of many in the county. The bridge is 103 feet long with a 9 feet 3 inches clearance. The flow of the river directed the design. The steel beam was used as a collecting point for debris that would wash down the creek and be collected later.

The bridge spans Conneaut Creek. It is a single-span bridge with two different end supports: one side is made of concrete, and the other is made of sandstone. In the spring of 1963, ice damage weakened the bridge. A steel middle support was implemented to help the bridge's center.

While a date could not be determined, the saw marks and the type of lumber used in the construction suggest that the bridge could have been built no later than 1850, just like the majority of the covered bridges in the county.[0]

The 1994 reconstruction was done at a cost of $50,000.

[0] Smolen, Report, (1983): 9.

Root Road Bridge

Figure 12**: Root Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Root Road Bridge, a town truss design built in 1868, is 114 feet long and has a clearance of 10 feet, 6 inches. It spans the east branch of the Ashtabula River in Monroe Center Township.

In 1963, the bridge was in danger of collapsing due to the fieldstone abutments. Time and weather had eroded the abutments, causing the bridge to lean to the left. Guide wires and reduced heavy loads were implemented to counter this and save the bridge.

The construction on this bridge was a little different than any other Town bridge. What I mean by that is the 'X' boxed panels and a Col. Stephen H. Long truss (Appendix 4) in the outside panels. Long designed

this type of construction in 1830. How both designs are in one bridge is still unknown. More investigation is needed.

Cain Road Bridge

Figure 13**: Cain Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Cain Road Bridge, built in 1986, is relatively new. It is 124 feet long and has a clearance of 15 feet. The bridge spans the west branch of the Ashtabula River in Pierpont Township, at the edge of Conneaut near the Andover area.

John Smolen, Ashtabula County Engineer, decided on the design of the Caine Road Bridge. He chose a Pratt Truss design, the first Pratt truss bridge in Ashtabula County. Work started on the bridge in the Summer of 1986 for $150,000. The same design was also chosen for the Giddings and Smolen-Golf Bridges, which were built later.

Graham Road Bridge

Figure 14**: Graham Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Graham Road Bridge, built in 1867, is a single-span bridge in Pierpont Township. Although it is no longer over the Ashtabula River, off to the side, the people of Ashtabula County still wanted to save it.

The 97-foot-long bridge is a Town Lattice design. It was built one mile downstream from its original site, from a bridge washed up from the 1913 Flood.[0]

Frank H. Simpson tells a heroic story about an Engineer who worked at the American Rolling Mill Company. His name is Ralph Hill. He had worked in Middletown and kept the pumps at the plant working so that the

[0] Smolen, Report, (1983): 26.

Mill would not flood during the 1913 flood. He was seen as a hero for maintaining the pumping station (see Appendix 6 & 7 for more information on Ralph Hill and Frank H. Simpson).

In 1971, the County Commissioners decided to move the bridge, 50 feet from its original position, to a park area. The new metal bridge does not have the same feel and attributes as the old wooden bridge.

State Road Bridge

Figure 15**: State Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

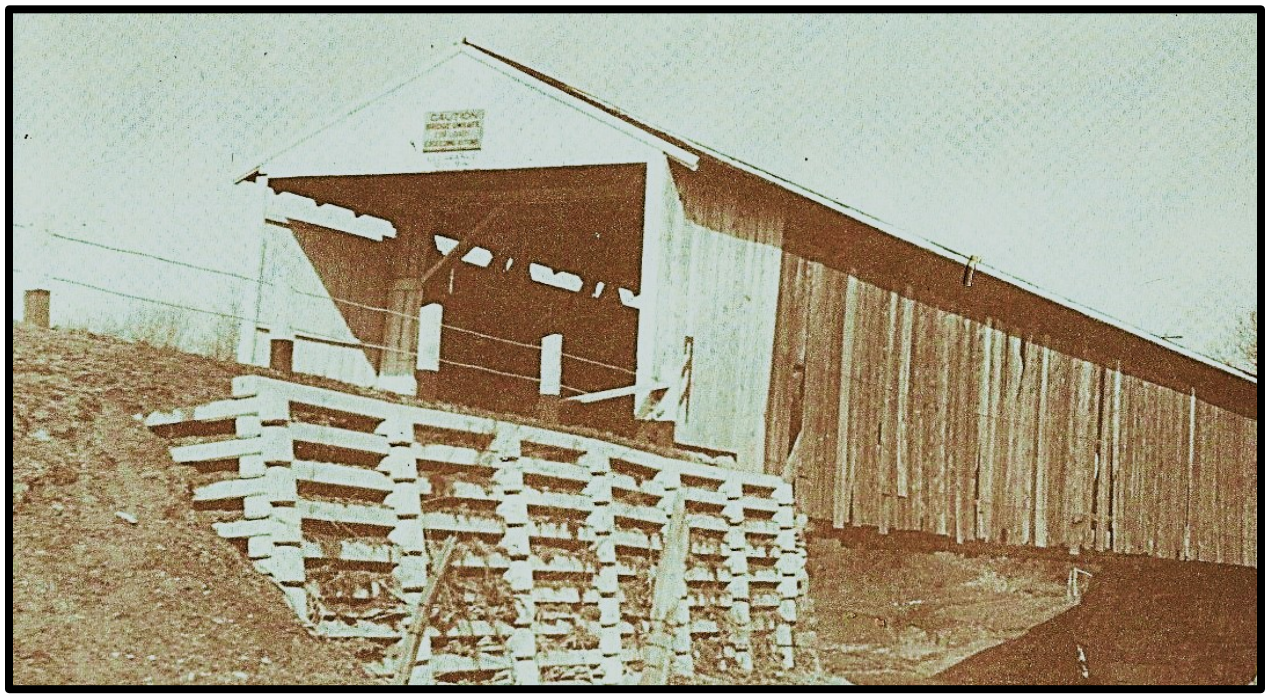
The State Road Bridge is relatively new. It was built in 1984 and is of a Town lattice design. The bridge is 152 feet long and has a clearance of 16 feet. It is in Monroe Township, just south of Conneaut.

John Smolen made a report in 1982 to assess the brides. After the report, a new bridge was proposed. He recalled saying, “It was just something that needed to be done. Timber is good bridge building bridges.” He also said, “I just had that desire to build a new covered bridge, and the Commissioners were eager to do it.”[0]

In 1999, it was noticed that the bridge was starting to rust because of the iron used in its construction. The construction was said to be the catalyst for constructing a new bridge in the county, one of five to be built there.

The Bridges That Time Forgot

Furnace Road Bridge



[0] Star Beacon, 6.

Figure 16: Furnace Road Bridge, From the Sid Case Collection at the Ashtabula County District Library

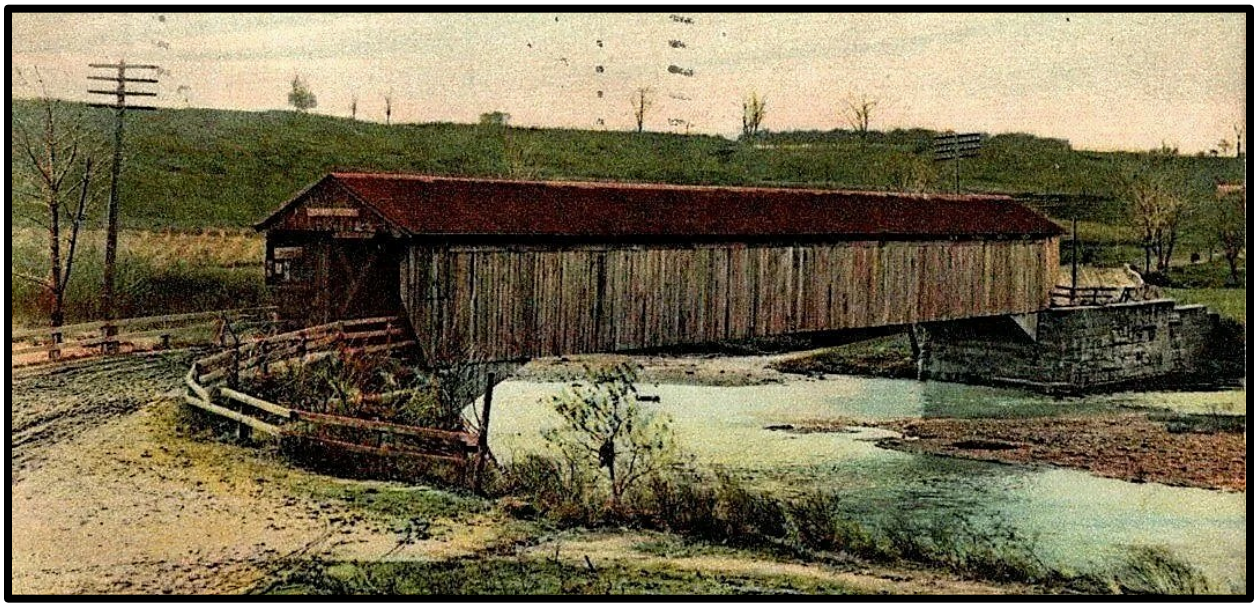
The Furnace Road Bridge is a Howe design. It was 126 feet long and spanned the Conneaut Creek. It was built in 1868 and demolished in 1950.

This bridge is special to me because I live on Furnace Road. Learning about one of the missing bridges right under my nose is exciting.

The bridge was built because of the Bog Iron found in Conneaut Creek. The iron was smelted near the bridge, and the road was then named for the furnaces in the Foundry that smelted the Bog Iron.

The original bridge was washed away in March 1866 during a flood. The Howe bridge was built two years later in its place. Which improvements were made? They are stone and concrete abutments. These improvements helped move the products produced by the iron furnaces.[0]

Mill Street Bridge



[0] Feather, Ashtabula Covered Bridges, 53.

Figure 17: Mill Street Bridge, Postcard, ca 1908.

The Mill Street Bridge, built in 1867, was on Conneaut Creek just before it empties into Lake Erie. It is of a Howe design. The dimensions of the bridge are currently unknown.

High winds damaged the bridge irreparably in 1924. It was not until 1925 that it was replaced by a more "handsome arched concrete span."[0]

Dorset Bridge

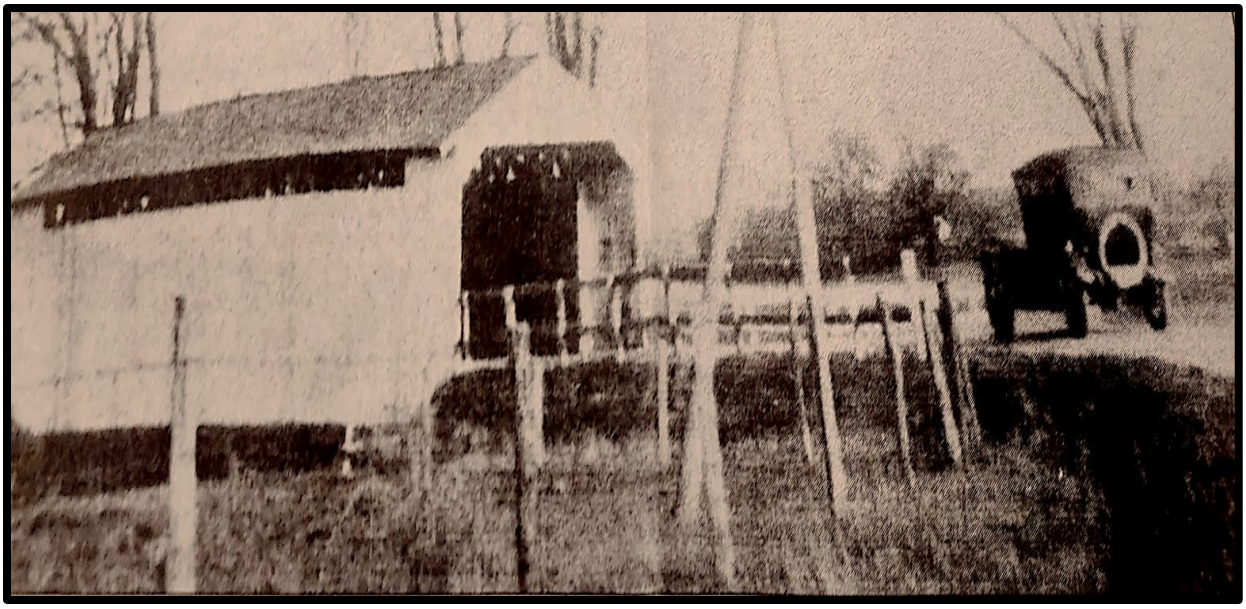


Figure 18: Dorset Bridge, Photo from the Ashtabula County Historical Society

The Dorset Bridge, built in 1868, seemed doomed from the beginning. It was on the present-day State Route 307, on a tight turn that spanned Mill Creek. The bridge was of lattice design.

[0] Feather, Ashtabula Covered Bridges, 52.

After many years of accidents and near misses, one last accident in August 1926 determined its fate. It involved a 1918 Buick owned by Roy Smith of Ashtabula. He crashed his car going over the railing. Roy suffered extensive injuries, and so did the bridge.

In the summer of 1930, the bridge was replaced with a safer steel truss bridge that realigned with the highway, costing $25,000. After the bridge was built, it was suggested that it be named Collins Bridge, after the Collins Cemetery and the landowner south of it, Mr. J. S. Collins. The locals may have called the bridge Collins Bridge, but it was named in the Index as the Dorset Bridge.

Mill Creek Road Bridge

Figure 19**: Mill Creek Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Mill Road Bridge was built in 1812, making it the oldest covered bridge in Ashtabula County. Sadly, after years of neglect, the bridge is no longer open for the public to admire.

The bridge survived two major floods in the area: the first in 1878 and the second in 1913. The third flood, in 1954, finally washed the bridge off its foundations enough to cause it to collapse into Conneaut Creek (Appendix 8). Many people say they saw the bridge traveling down the river, breaking apart, ending the long life of the oldest covered bridge in Ashtabula County, Ohio.[0]

Adams Road Bridge

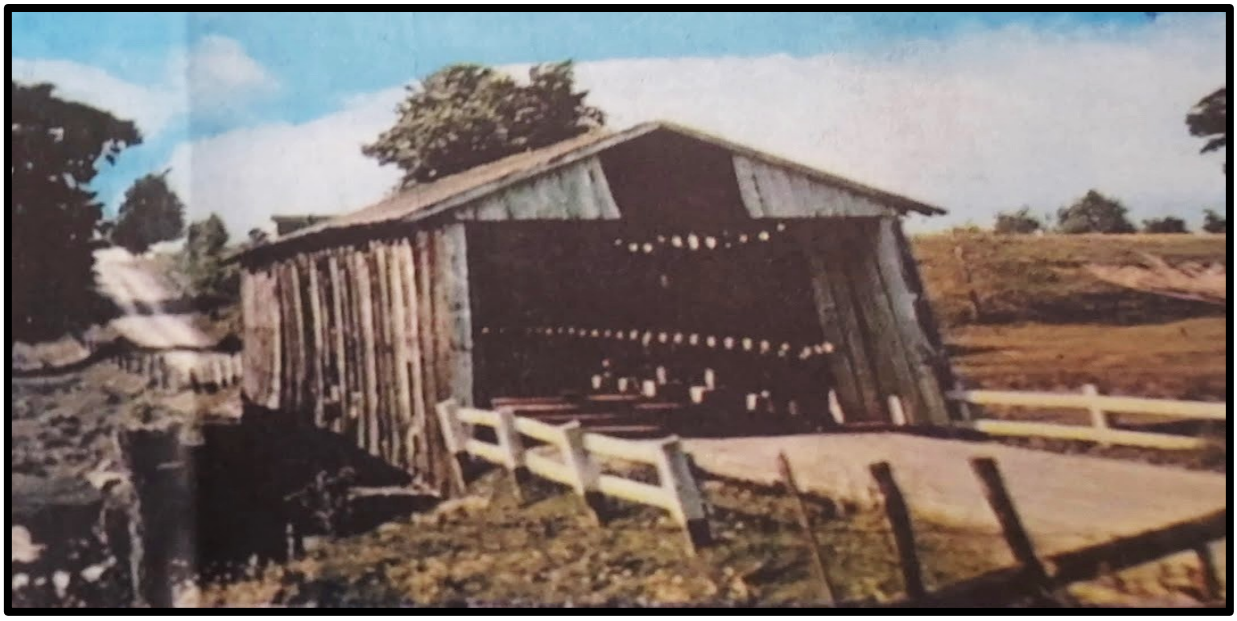


Figure 20: Adams Road Bridge, Photographer George Zant

[0] Alice Bliss, “Mill Bridge Fell Into Creek.”

The Adams Road Bridge was in Monroe Township near Conneaut. This bridge is quite special. There was not just one covered bridge at this site but two. The first bridge is only identified by its identification number, 35-04-47. Not a lot of information is found on the bridge, but what is known is that it was built in 1868 and destroyed ten years later due to a flood in 1878.

The second bridge was built shortly after, in 1878-79. It was 103 feet long and a Town design. It spanned the Ashtabula River near the Adam Farm, where the bridge was named. The bridge had a long life until the 1950s. It was replaced with progress in mind. No thought was given to what the bridge's history would mean to the Adams family, after whom the bridge was named.

Chapter 4: Jefferson

Existing Covered Bridges

The Giddings Road Bridge

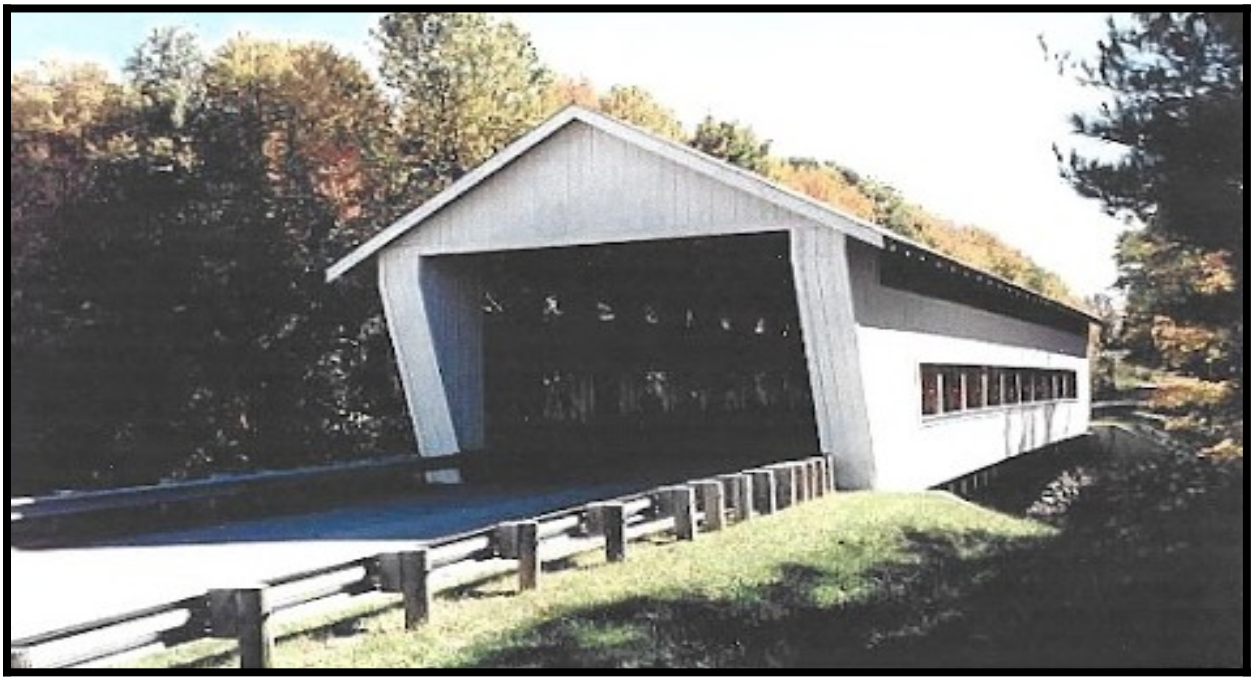


Figure 21: The Giddings Road Bridges, From the Sid Case Collection at the Ashtabula County District Library

The Giddings Road Bridge is named after a road and Joshua Reed Giddings (1794-1865). Giddings was a native of Jefferson, Ohio, and a lawyer with close connections to President Abraham Lincoln. In Washington, D.C., Giddings stayed at the same boarding house on Capitol Hill as Lincoln, operated by Mrs. Spriggs.[0] Giddings also supported Lincoln's stance on the non-slaver campaign. Lincoln appointed him Consul General to Canada in 1861, and he died in Montreal, Canada, on May 27, 1864.[0] The law office that he opened is still operational in Jefferson, Ohio, to this day.

The Giddings Road Bridge was built in 1995, making it John Smolen's third new bridge. It is 107 feet long and has a clearance of 15 feet and 6

[0] Danial J. Ryan, *Lincoln and Ohio*, (Dover, Ohio: Old Hundredth Press, 2008), 14.
[0] Ryan, *Lincoln and Ohio*, 219.

inches. The design is a Pratt Truss construction. The bridge spans Mill Creek in Jefferson, Ohio. Smolen applied for the Ohio Department of Transportation (ODOT) Timber Grant and was allowed $427,000 to build the bridge.[0]

The Doyle Road Bridge

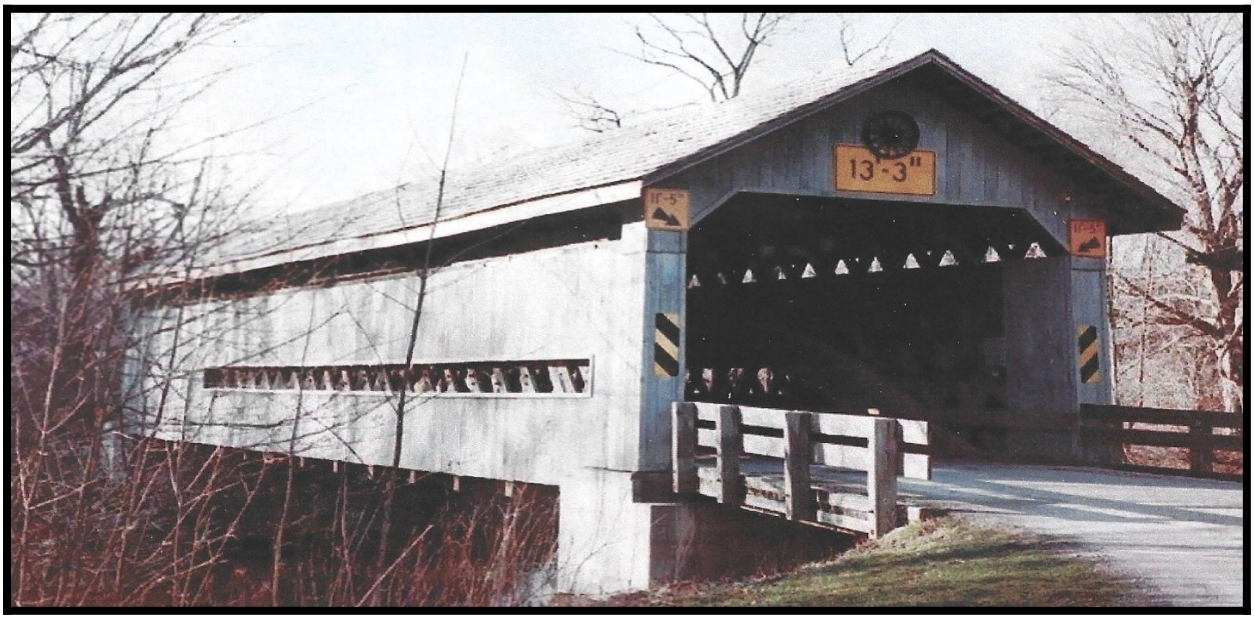


Figure 22**: The Doyle Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Doyle Road Bridge, built in 1868, is a Town Lattice design, 94 feet long with a clearance of 11 feet 5 inches on the sides and 13 feet 3 inches in the middle, as depicted in Figure 22. The mysterious Mr. Potter again reportedly built the bridge.[0] Local rumor about the bridge says that a

[0] Feather, *The Covered* Bridges, 112.
[0] Corinne Schoren, "Doyle Road Covered Bridge a Popular Stop During Festival," *40th Covered Bridge Festival October 12-13, 2024: Celebration Over 150 Years of History*: Gazette Newspaper. (2024): 12.

carpenter from Vermont built it, a copy of the bridge in his hometown. This rumor cannot be confirmed now, but what a mystery for one of the beloved bridges in Ashtabula County, Ohio.

The Doyle Road Bridge is a single-span bridge that crosses Mill Creek in Jefferson, Ohio. In 1987, it was rehabilitated. The new 90-foot laminated wooden arches were installed to withstand modern and heavier loads. The bridge was also widened to allow two-way traffic. A new roof and floor were added at the same time. Doyle Road Bridge is also the closest bridge near the Covered Bridge Festival Headquarters, making it one of the first bridges seen during any festival, and the Covered Bridge Festival is held every year in October.[0]

The Netcher Road Bridge

[0] Corinne Schoren, “Doyle Road”, (2024): 64.

Figure 23**: The Netcher Road Bridge, Photographer Bill West**

The Netcher Road Bridge was built in 1999. It is one of the only bridges not designed by Pratt, Town, or Howe but by Herman Haupt (Appendix 9). The bridge is 110 feet long and has a clearance of 14 feet and 6 inches. It is east of Jefferson off Route 307, near the South Denmark Road Covered Bridge.

Netcher Road was closed in December to allow construction to start and was opened in the spring of the following year.[0] The bridge cost $819,000, and the Federal Intermodal Surface Transportation Efficiency Act Grant funded it. It is in a Neo-Victorian architectural design. Beverly Cowles, a local woman, designed it. Cowles is quoted as saying, “I wanted to design the buildings that were being decorated, design the space itself.”[0]

The South Denmark Road Bridge

04, 1999), 18, https://newspaperarchive.com/ashtabula-star-beacon-jul-04-1999-p-18.
[0] Lori Fazio, “Passion for the Past,” *Ashtabula Star Beacon*, (October 22, 2002), 21, https://newspaperarchive.com/ashtabula-star-beacon-oct-22-2002-p-21.

Figure 24**: The South Denmark Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The South Denmark Road Bridge is said to have been built in 1868 or 1890. The date is unknown, but John Smolen's report says it was built in 1890. The 81-foot-long bridge spans Mill Creek and is one-half mile from Jefferson, Ohio. The nearby residents know it as the ‘Williams Corners covered bridge’.[0]

In 1975, the Ashtabula County Engineer`s Department closed the bridge because they were bypassing it to preserve it for the future. Later, in the 1982 report by Smolen, he documented the damage done to the bridge after it was bypassed. He noted that high loads tore the gable siding out (Appendix 10).[0]

The Bridges That Time Forgot

Over the years, modern structures have replaced several bridges in the Jefferson, Ohio, area. In this section, we will go through them. Some of them are only known as the 1st or 2nd bridge. This is mainly because they were used by the Railway. No photo documents exist of these two bridges. They are added to the covered bridge index, meaning that Ashtabula County counted them as covered bridges and should be remembered (see Appendix 11).

East Trumbull Bridge

The East Trumbull Bridge's construction date is not definitive. What we do know is that it was 75 to 100 feet long. The Index to Ashtabula County Covered Bridges says the bridge is 75 feet long.[0] The bridge spans Trumbull Creek, which is just north of East Trumbull.

If one looks closely at the photo (Figure 25) of the bridge, one can see the latticework of the design that makes this bridge a Town bridge. Unfortunately, the bridge was replaced in 1950.

Forbes Road Bridge

[0] “Index to the Ashtabula County Covered Bridge,” 1.

Figure 26**: Forbes Road Bridge, Photographer Frank A. Muth**

The Forbes Road Bridge was built in the 1900s, brought in from Windsor, Ohio, in 1911. It is 125 feet long and has a clearance of 10 feet 11 inches. The bridge is of a Howe design and spans the Grand River. The height from the stream bed to the grade (bridge floor) is 32 feet.

In October 1963, the load level for the bridge was reduced to 60%, and guy wires helped keep it erect.[0] The wood was replaced, but it did little to save the bridge. Shortly after, it was closed to traffic because it was too dangerous to drive on. The bridge was finally replaced in 1971.

[0] ”Covered Bridge—No. 33: Misplaced Tree House.” (July 12, 1968).

Chapter 5: Geneva

Existing Covered Bridges

Harpersfileld Road Bridge

Figure 27: Harpersfield Road Bridge, Photographer Different_Brian

The Harpersfield Road Bridge was not the first to be built at the present site. In 1814, Josiah Dodge built a walking bridge. In 1868, an ice jam destroyed the bridge. The wooden section of the Harpersfield Road Bridge was built that same year. Years later, in 1913, a flood of the Grand River cut a new channel at the bridge's north end. Instead of tearing down the bridge, a new steel section was added.[0]

The bridge is unique but still beautiful in that it is both a wooden and steel structure. The wooden section uses the Howe truss design, but the steel section is a Pratt design. The bridge's total length is 368 feet, with the

[0] Feather, “The Covered Bridges,”, 93.

wooden section 228 feet and the steel section 140 feet. In the 1960s and 1970s, a new roof and siding were installed on the bridge. John Smolen completed the renovation in the 1990s.[0]

Mechanicsville Road Bridge

Figure 28**: Mechanicsville Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

Before the Mechanicsville Road Bridge was built, the only way to get across was to use a rope-guided ferry, which was also before the mill was built.[0] The path on which the bridge was built was used by Native Americans long before the English settlers arrived.

The Mechanicsville Road Bridge was built in 1867. It was speculated to be much older, but the Ashtabula Sentinel ran an article called “New

[0] Smolen, Report, (1893): 30.
[0] Dave Metcalf, “The Short Story of the Mechanicsville and its Covered Bridge,” (1984).

Covered Bridge over Grand River at Mechanicsville, Austinburg Township," in their May 22, 1867, edition. The bridge is 156 feet long, 16 feet wide, and 12 ½ feet high.

The bridge is a Howe design that includes a Theodore Burr (Appendix 12) arch. The only one of its kind, the arch strengthened the basic truss design. It spans the Grand River and is the longest single-span bridge in Ashtabula County, Ohio.

During the 1913 flood, the bridge survived even though water spilled over the sides and onto the road. Many feared that the bridge would be washed away, but it endured. After the flood, the bridge and the road were lifted 6 feet on the north side.[0] To make sure that the fear of losing the bridge was rectified.

Tim Martin renovated and opened the bridge in 2004. He installed an antique hay fork on each gable on both sides of the bridge.

The Bridges That Time Forgot

Cork-Cold Spring Road Bridge

The Cork-Cold Spring Road Bridge is one of the few bridges for which little is known. It was once in Harpersville, Ohio, on County Route 14, and it spanned the Grand River. The dates of building and dismantling are

[0] Metcalf, "The Short Story."

unknown. A map from 1874 shows that the bridge was already built. A cheese factory and a school were just west of the bridge.[0]

Forman Road Bridge

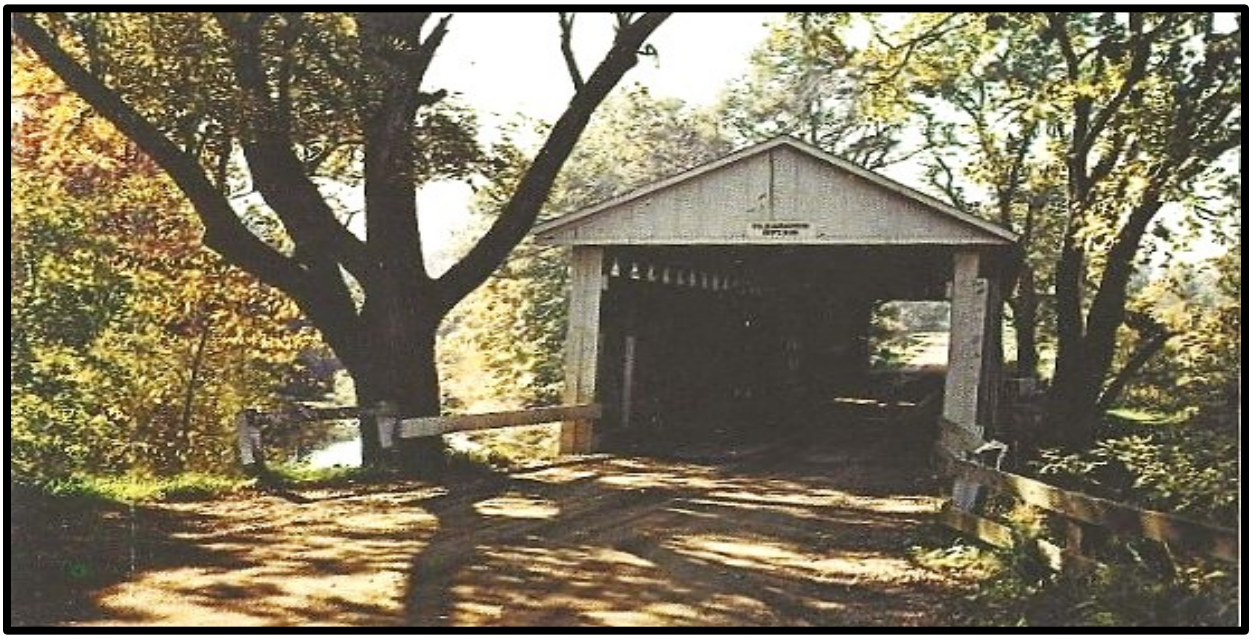


Figure 29**: Forman Road Bridge, Photographer Clyde C. Carter**

The Forman Road Bridge was built in 1862 and is a Town design. The bridge is 126 feet long. In 1972, Ashtabula County decided to replace the bridge and sold it to the highest bidder for $5.00. The people who bid on the bridge dismantled and stored it until 1975. They cut the bridge in half and had it in the dining area of the Covered Bridge Pizza Parlor in North Kingsville and 1977 in Andover, Ohio. The pizza parlors are still open today, see link in (Appendix 13).[0]

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[0] Feather, *The Covered Bridges,* 64.
[0] "A Little History About Covered Bridge Pizza Parlor," *Star Beacon*, (October 9, 2013): 27, https://newspaperarchive.com/ashtabula-star-beacon-oct-09-2013-p-27.

Chapter 6: Andover & Winston

Existing Covered Bridges

Windsor Mills Bridge

Figure 30**: Windsor Mills Bridge, Photo provided by the Ashtabula County Visitors Bureau site**

The 120-foot-long Windsor Mill Bridge, a unique Town lattice construction built in 1835 and rebuilt in 1867, spans Phelps Creek, an offshoot of the Grand River. The supports, made of fieldstone and sandstone piers, were mined in the quarries of Windson, Ohio. With its rich history and

unique construction, this bridge was renovated in 2002 and 2003 and reopened to traffic in the fall of 2003.

Once posted outside the bridge, a sign reads, “Walk your horse on pay of fire.” The meaning of this intriguing message remains a mystery, adding to the bridge's enigmatic charm. The bridge is listed in the National Register of Historic Places, further enhancing its allure.

Riverdale Road Bridge

Figure 31**: Riverdale Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Riverdale Road Bridge, a significant part of our history, was built in 1874. This 140-foot-long bridge, with a clearance of 14 ½ feet, is a Town lattice design that spans the Grand River in Morgan Township. The bridge’s

east side was washed out in 1987, but in 1943 or 1945, concrete and steel abutments were added to save the bridge and provide much-needed support.[0] Other improvements to the bridge included updating the roof and siding in 1965 and rebuilding the flooring using steel girders in 1981.[0]

Although the bridge's history may not be as vibrant as many in the County, it offers a great view of the Grand River, and many find beauty in this old structure.

The Wiswell Road Bridge

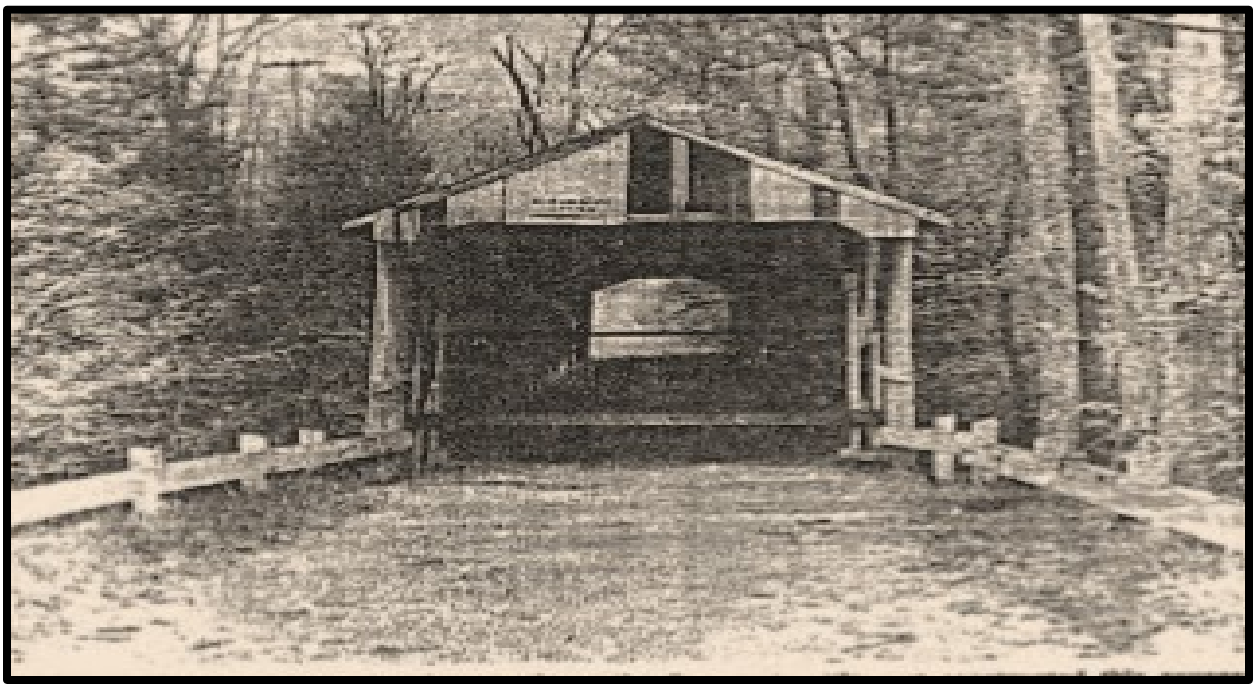

Figure 32**: The Wiswell Road Bridge, Photographer Unknown**

[0] Alice Bliss, *"Riverdale Bridge Spans 111 Feet."*
[0] Smolen, Report, (1983): 19.

The Wiswell Road Bridge, built on September 11, 1867, in Windsor Township, is also formally named the Warner Hollow Bridge.[0] The bridge linked the southern area, which housed the Stoneville Quarry, to the northern region, which housed the Millbank Inn, the post office, and the general store.

The bridge has three spans measuring 33 feet, 42.3 feet, and 40.3 feet, totaling 120 ½ feet long with a clearance of 10 feet 6 inches. It is a Town lattice design that spans Phelps Creek. The two inside supports are sandstone, while the outer supports are concrete.

Very little has been done to the bridge over the years. It is in the Windsor Historical Society's hands to look after. The bridge still stands alone on the side with the hardwoods and hemlock. Teenagers and young adults also know it as the most romantic covered bridge.[0]

The Bridges That Time Forgot

The Lost Unnamed & Forgotten Bridges

The three unnamed bridges may not have a name, but they are still worth mentioning and remembering for the future. They lived on State Route 322, spanning the Grand River, which was built between 1887 and 1911, and the Rock Creek bridge has no definitive dates. One was a Howe design, while the other is unknown. The other bridge spanned Trumbull Creek and was once on State Route 45. The bridge was a Town design. The date it was built is unknown, but it was gone by the 1990s.

[0] Smolen, Report, (1983): 15.
[0] Alice Bliss, *"Wiswell Bridge Historic Site."*.

The other two bridges that have disappeared are the 1st and 2nd Bridges. They are both railroad bridges. They were on the PA RR, which means the Pennsylvania Railroad. They spanned Rock Creek. The 1st bridge was 160 feet long and was a Howe design. It was built in 1872 and was gone by 1880. The 2nd Bridge was 118 feet long and also a Howe design. It was built in 1880, but there is no date for its replacement.

The Christy Bridge

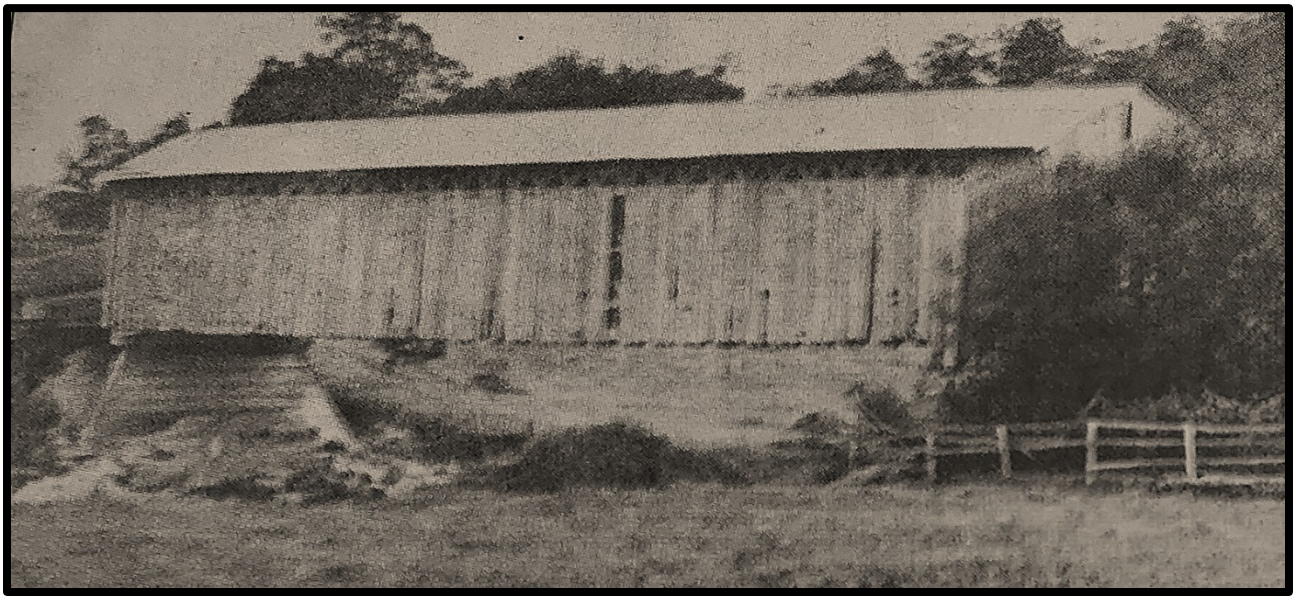

Figure 33**: Christy Bridge, Photo from the Ashtabula County Historical Society**

The Christy Bridge was built in 1866 and replaced by a steel bridge in 1925. Little information exists concerning this, so one has to wonder what happened to the bridge. One logical conclusion is that it was swept away in the 1913 flood. The bridge was named after the landowner James Chisty,

who owned over 400 acres and a Mill in the area. The bridge spanned the Grand River on Johnson Road in Rome Township.[0]

The Callender Road Bridge

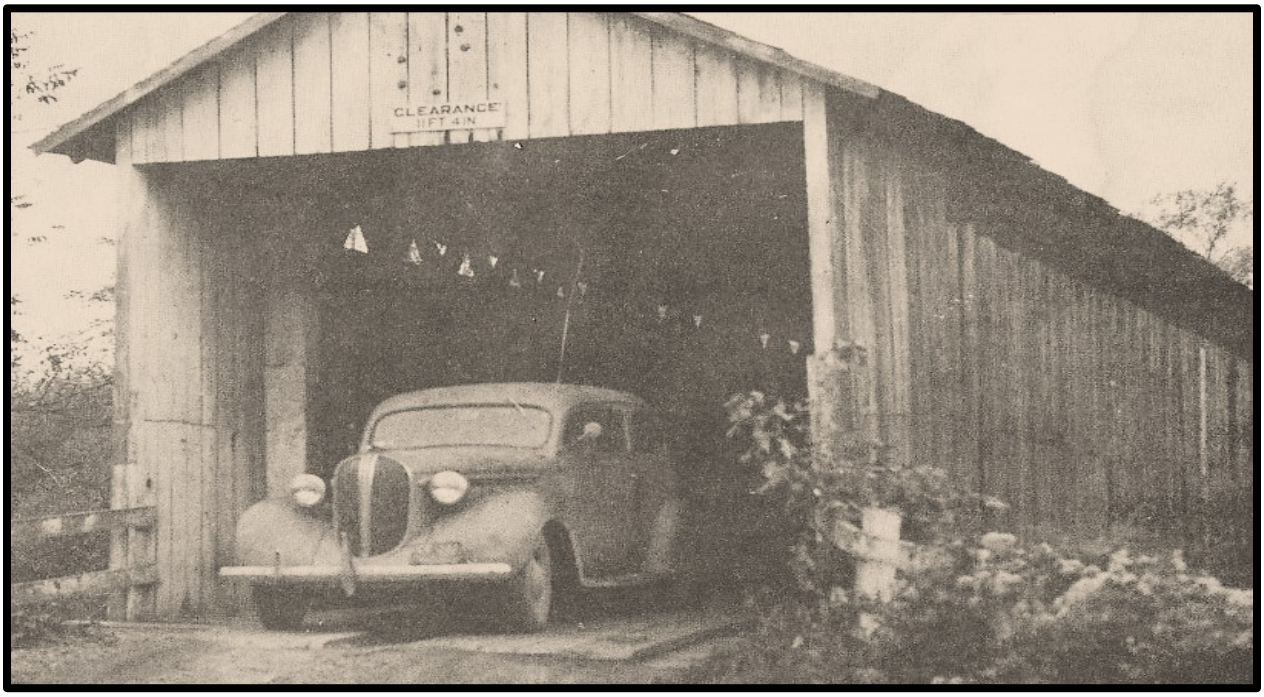

Figure 34**: The Callender Road Bridge, From the Sid Case Collection at the Ashtabula County District Library**

The Callender Road Bridge's construction date is not definitive, but a fire destroyed it in 1967. The bridge, which was 85 feet long and of Town design, spans Rock Creek on County Route 550 East.

It was sold to Roaming Rock Shores, which would salvage it, but later announced that the cost would be too high. So, they planned to set it on fire because of the river; the area would be flooded anyway—a fate that happens much too often.

[0] Feather, *The Covered Bridges,* 59.

The Wayne Bridge

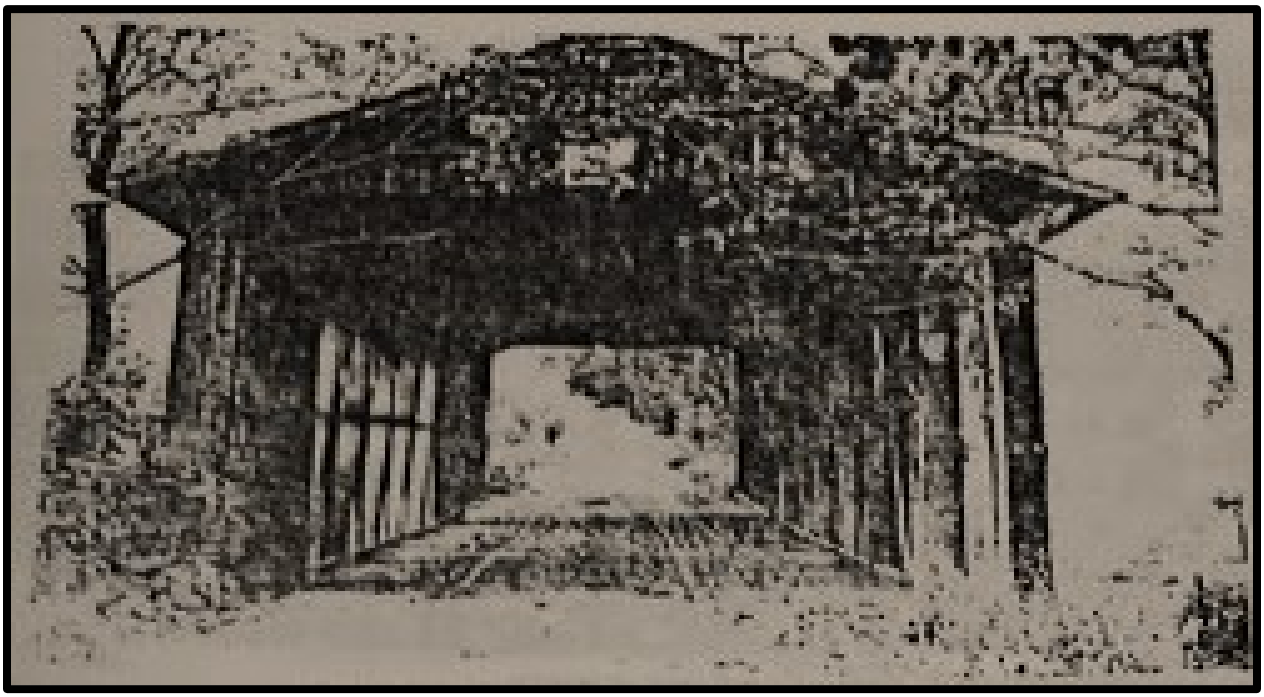

Figure 35**: The Wayne Bridge, Photographer Unknown, circa 1930**

The Wayne Bridge was built in 1860 and was gone by 1931. The bridge was in Wayne Center. The bridge spanned the Pymatuning Creek and was on State Route 322. The road leading up to the bridge was paved in 1916.

Before the bridge, there were only two ways to get into Wayne: the first was by crossing Pymatuning Creek, and the second was through the swamp. Mr. Bentley's who built the bridge in 1860 was $1,600 to build the bridge. Today, that would be $31,422. He believed that he owned the bridge.

One memorable story about the bridge told by a local woman, Mrs. Dillion, was that one Saturday afternoon, Fred Hart`s father, Jerry Hart,

then 15 or 16, started towards Andover to get his father, who was doing carpentry work there. Mr. Bentley refused to allow him to cross the bridge. Jerry had to turn around and go a different way. Mr. Bentley put a chain and padlock on the bridge to prevent people from using the bridge. When Jerry returned to the bridge, he used a six-by-six board and broke the chain and padlock. He then threw both in the Creek. There was no further trouble.[0]

The bridge was gone in 1931 when the new steel bridge was put in, the builders had a tough time because of the type of quicksand in the area. What a twist of fate that the covered bridge had no problems, but the new steel one did.

The Rock Creek Bridge

Figure 36**: The Rock Creek Bridge, From the Sid Case Collection at the Ashtabula County District Library**

[0] Alice Bliss, “Wayne Bridge”.

The Rock Creek Bridge was built in 1832 and replaced in 1948. The bridge is 114 feet long with a clearance of 11 feet 11 inches. The bridge is a Town design. The bridge was built by the Trumbull Turnpike Commission by George Crowell and Samuel Ackley from Rome, Ohio.

The bridge was constructed as a double-barrel covered bridge. This type of design is called double-barrel because it resembles a double-barrel shotgun. The bridge spans Rock Creek along State Route 45.

Chapter 7: Smallest and Longest Covered Bridges in the United States

Smallest Covered Bridge in the United States

The West Liberty Street Bridge

Figure 37: West Liberty Street Bridge, Photographer Mark K.

The West Liberty Street Bridge is the smallest covered bridge in Ohio and America. Its uniqueness is one reason it stands out. The bridge is only 18 feet long and has a clearance of 15 feet. John Smolen designed it.

Smolen teamed up with the Ashtabula County Joint Vocational School to get the community involved with the bridge. The students helped build the bridge under the supervision of their teacher, Mr. Jack McMurphy. Not only were the students getting real-life experience, but they were also in the

classroom. One student said, “We are always learning, no matter what we are doing. I love being out here in the open air. I don`t feel like this is school at all.”[0]

The project stalled at one point due to weather conditions and not wanting the students to get sick or hurt while building. The bridge was finally finished in 2011 during the Covered Bridge Festival in October of that year.

Longest Covered Bridge in the United States

Smolen-Gulf Bridge

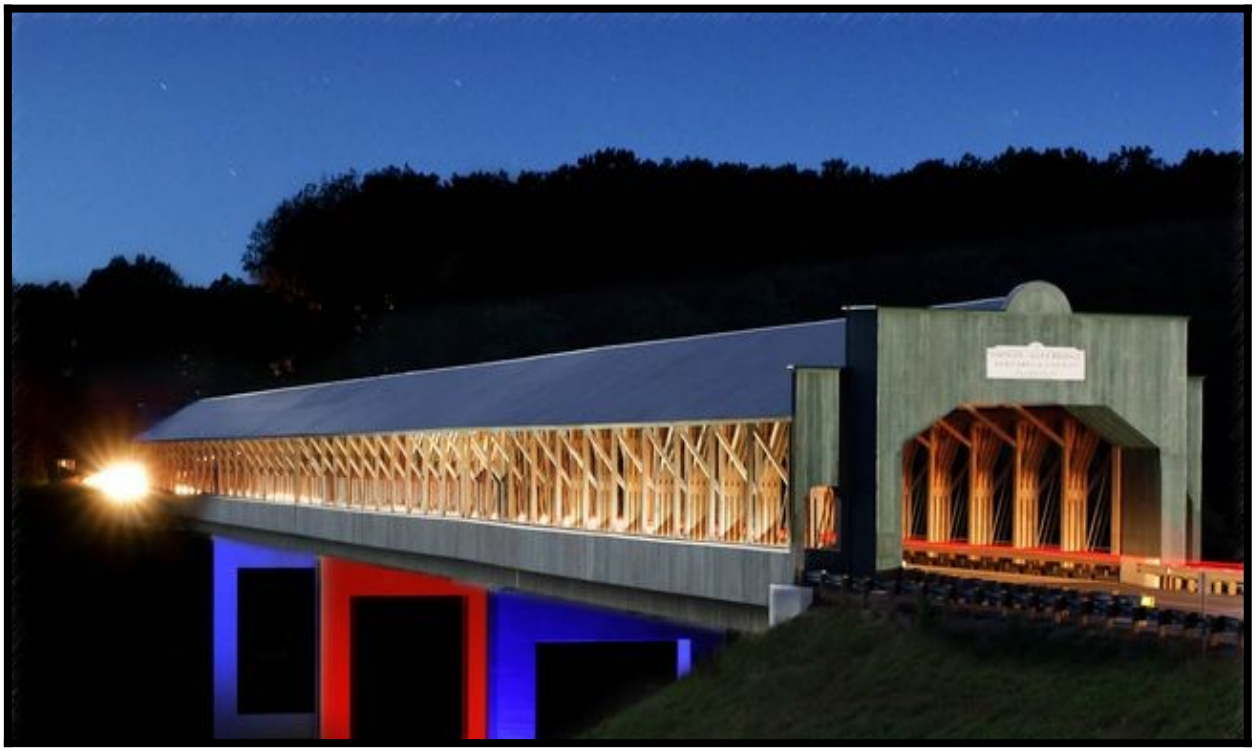

Figure 38: Smolen-Gulf Bridge, Photographer Carl E. Feather

[0] Margie Trax, “Vo-ed Students Back to Work on Covered Bridge,” *Ashtabula Star Beacon,* (March 04, 2011): 2. https://newspaperarchive.com/ashtabula-star-beacon-mar-04-2011-p-2.

The Smolen-Gulf Bridge is the longest covered bridge in the United States at a whopping 613 feet long with a 14 feet 6 inches clearance. The bridge spans 94 feet above the Ashtabula River.

The Smolen-Gulf Bridge was dedicated on August 26, 2008. It is a Pratt design, although John Smolen designed it as the engineer and Tim Martin as the general architect. Tim Martin took over as Ashtabula County Engineer after John Smolen retired in 1999. Despite this, they still honored him by giving the bridge his name, and the old bridge in the Crooked Gulf Bridge.

The bridge project experienced some delays from the state and the federal government. Martin said, “The state and federal government are interested in how the covered bridge project would affect the environment.”[0] The Federal Highway Administration (FHWA) also had to decide where to make the detours that would not affect the environment. The environmental phase was completed in May 2004, and construction began in 2006.

The bridge cost $8 million. The Federal Government committed $5 million to its construction, and the Ohio Public Works Commission contributed $800,000. The remaining funds came from the County motor vehicle tax funds.[0]

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[0] Craig L. Hofius, “17th Covered Bridge Still Being Planned,” *Gazette Newspaper,* (October 11&12, 2003).
[0] Feather, *The Covered Bridges*, 116.

The life expectancy of the bridge is 100 years.

Conclusion

The primary focus of this paper pertains to the eighteen covered bridges discussed; however, the overarching objective transcends this. The purpose is to disseminate the rich history of the bridges of Ashtabula County in Ohio, esteemed as the ‘covered bridge capital of Ohio.’ Furthermore, it seeks to enlighten the public regarding the numerous covered bridges that no longer exist. While not every bridge is represented in this paper, expanding on them would considerably lengthen the document, which is not the author's intention.

In Ashtabula County, Ohio, the three principal designers of covered bridges are William Howe, Thomas Willis Pratt, and Itheil Town. The bridges crafted by Howe and Pratt exhibit a streamlined and refined appearance, whereas their artistic appeal and intricate latticework distinguishes the Town Bridges.

Ashtabula County, Ohio, possesses a rich history exemplified by its eighteen distinct covered bridges, each accompanied by a captivating narrative. The former Forman Road Bridge, which presently accommodates Covered Bridge Pizza in Kingsville and another location in Andover, Ohio, alongside other railroad bridges that were once operational, serves as a notable instance. While some of these bridges existed for only a brief period, they remain fondly remembered. These structures transcend their original functions as mere edifices of transportation; they have evolved into vibrant embodiments of the county’s cultural heritage. Their distinct charm,

unique characteristics, and enduring nature enable them to operate as thriving enterprises, thus transforming them into historical landmarks that captivate the imagination of visitors.

This topic is crucial for the residents of Ashtabula County, emphasizing the significance of covered bridges. While many may be unaware, the county features two remarkable bridges: the West Liberty Street Bridge, known as the shortest bridge in both the state and nationwide, and the Smole-Gulf Bridge, which holds the title of the longest covered bridge in the United States. Ashtabula County is recognized as the 'Covered Bridge Capital of Ohio.' Although it does not possess the most significant number of covered bridges in Ohio, that distinction belongs to Fairfield County. Ashtabula County still has the most operational covered bridges in the entire state.

Initially, this author believes that the residents of Ashtabula County acknowledged the existence of covered bridges and appreciated their significance. However, this assumption is not entirely accurate. Particular local inhabitants were unaware that covered bridges existed within their county. They expressed astonishment upon learning that Ashtabula is home to both the shortest and longest covered bridges in the United States. Although many individuals were familiar with the Covered Bridge Festival, their insufficient knowledge or interest in the bridges precluded their participation.

Significant events are intricately connected to the bridges, particularly the deluge of 1913. This disaster resulted in the Ashtabula River widening, rendering the Harpersfield Bridge unusable. Instead of demolishing the structure, an iron section was incorporated to augment the bridge's capacity.

The Covered Bridge Festival is an annual event that serves as a crucial educational resource for Ashtabula County and Ohio residents. It offers a unique opportunity to explore the rich history of these bridges, thereby enhancing the understanding and appreciation of all attendees. This festival is an exceptional source of knowledge regarding our local history, ensuring that each participant leaves better informed and enlightened. The festival is held annually in October.

The bridges were originally constructed in the 1800s and were extended into the 2000s. Over the years, these structures have undergone restoration, with some being entirely rebuilt. Their significance to the local community is underscored by the fact that this year marks the 40th Covered Bridge Festival. This festival represents more than a celebration; it highlights the community’s commitment to preserving its historical legacy.

The event convenes participants to commemorate each bridge while providing a platform for local artisans to showcase their crafts. Attendees can purchase goods, local crafts, and souvenirs, bolstering the local economy. Inspired by the festival, I am eager to explore more profoundly the narratives surrounding these bridges, the rich histories of neighboring

towns, and the overlooked accounts of Ashtabula County, particularly those about its lost towns. Within Ohio's Ashtabula County, 18 covered bridges exist, and 35 have been replaced. These structures' distinctive features and designs, including the Liberty Street Bridge, the Smolen-Gulf Bridge, and others that no longer exist, contribute significantly to local and national history.

Beyond those discussed in this paper, fifty-three additional missing bridges exist—a substantial quantity. This paper plays a vital role in enhancing public awareness, underscoring the significant need to preserve the history of these remarkable bridges. Among them are the thirty-five covered bridges that have been replaced with contemporary steel counterparts, in addition to the absent railroad bridges that, although short-lived, were once present.

Appendix

Appendix 1: Ashtabula Covered Bridge Festival /coveredbridgefestival.org

Appendix 2: The Ashtabula Unnamed Bridges: The first no-name bridge is the LS&MS RR bridge. This bridge was built in Ashtabula Harbor in 1880. There is no date or reason why it was dismantled. The following two bridges are pretty complex; they were Howe-designed bridges. They do not have a road indicated on the Ashtabula County Covered Bridge Index. The first was built in 1880 and was 180 feet long; the second, a 2-lane bridge, was built in 1852 and was gone by 1863.

Appendix 3: The Plymouth Drive Bridge is an Ithiel Town design. It is 126 feet long and spans the Ashtabula River. The bridge was built around 1862 and was a victim of arson 100 years later. It was once located on County Road 20 E. I was not able to find a picture of this bridge.

Appendix 4: Col. Stephen Long: (December 30, 1784 – September 4, 1864)**.** He was a civil engineer, a topographical engineer, an explorer, and an inventor. He also has a patent for a pre-stressed truss used in covered bridges in 1830 and 1839.

Appendix 5: No name Conneaut Bridge: The only no-name bridge in the Conneaut area is the bridge on NYC&ST RR, which means. It spans the Conneaut Creek. Unfortunately, that is all that is known about the bridge. No date is given for when it was built or closed. (Keep looking for more info.)

Appendix 6: Frank H. Simpson: A Researcher who researched the 1913 flood, which mentioned the story about Ralph Hill.

Appendix 7: Ralph Hill: Resident of Ashtabula County, Ohio. He was also a mill engineer involved with the 1913 flood.

Appendix 8: Mill Creek Road Bridge, Photographer Unknown

Appendix 9: Herman Haupt: (March 26, 1817- December 14, 1905). He was awarded a patent in 1839 for the Haupt Truss, also known as a Haupt Arch.

Appendix 10: Gable siding torn out by high loads in the South Denmark Road Bridge.

Appendix 11: The 1st and 2nd Railroad Bridges are two railroad bridges in the Jefferson, Ohio, area. What is known about them is that they were in Eagleville, Ohio. The placement of the bridges is lost to time, but they both spanned Mill Creek. The 1st bridge was 120 feet long and was a Howe 2-lane pony bridge. It was built in 1872 and lasted 10 years before being

replaced in 1882. The 2nd bridge was also a Howe design. It was built in 1882, and when it was replaced is unknown.

Appendix 12: Theodore Burr: Born August 16, 1771, Died November 22, 1822. He was and inventor, and patented the arch and burr truss design on April 4, 1817. The Burr arch and truss used two long arches resting on the abutments on either end of the bridge.

Appendix 13: Covered Bridge Pizza Link – Kingsville, Online Menu of Covered Bridge Pizza Parlor & Eatery Restaurant, Andover, Ohio, 44003 - Zmenu - Andover

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